

Listing of Claims/Amendments to the Claims:

The listing of claims that follows will replace all prior versions in the application.

1. (Currently Amended) A method for refilling service-brake circuits in a vehicle compressed air system after rapid compressed air consumption or loss, ~~wherein the service brake circuits are compressed air load circuits of a consumer part of a compressed air system for vehicles, which system is provided with at least one further compressed air load circuit with compressed air reservoir, characterized in that communication is established~~comprising the step of establishing pneumatic communication between the intact ones of service-brake circuits of a plurality of compressed air consumer circuits of a vehicle compressed air system and at least one further additional compressed air load consumer circuit with having a compressed air reservoir and the intact service-brake circuits in order to refill these service-brake circuits from the compressed air reservoir of the least one further compressed air load circuit.

2. (Currently Amended) ~~A~~The method according to claim 1, ~~characterized by the following~~further comprising the steps of:

- ~~—— continuous determination of the~~ monitoring ~~the actual values of a variable of state (pressure, air flow rate, air mass, energy) in the said service-brake circuits and the in said at least one further additional compressed air load consumer circuit,~~
- ~~—— comparison of the actual values with~~ comparing said variable of state of said service-brake circuits and of said at least one additional compressed air consumer circuit against a lower predefined threshold value,
- ~~—— shutoff of~~ shutting off the individual ones of said service-brake circuits detected as defective when the results are whose variable of state is below the said threshold

value, and

—refilling of the said intact ones of said service-brake circuits from the said compressed air reservoir of the said at least one ~~further~~ additional compressed air ~~load~~ consumer circuit.

3. (Currently Amended) A ~~The~~ method according to claim 2, ~~characterized in that the~~ wherein said threshold value corresponds to a value of the said variable of state to be adjusted in the respective ones of said compressed air ~~load~~ consumer circuits.

4. (Currently Amended) A ~~The~~ method according to claim 1, ~~characterized in that the~~ further comprising the step of interrupting said communication between the said at least one ~~further~~ additional compressed air ~~load~~ consumer circuit and the said intact ones of said service-brake circuits ~~is interrupted when the~~ at least one of (i) a monitored variables of state of the said at least one ~~further~~ additional compressed air ~~load~~ consumer circuit and the said service-brake circuits ~~become~~ are equal ~~or~~ and (ii) the an index value of the said variable of state is reached in the-refilled ones of said service-brake circuits.

5. (Currently Amended) A ~~device~~ system for refilling service-brake circuits in a vehicle compressed air system after rapid compressed air consumption or loss ~~in a vehicle with a compressed air system, which is provided with~~ comprising a compressed air supply part ~~with having a compressor, and a plurality of~~ compressed air load consumer circuits ~~comprising the~~ including service-brake circuits and at least one additional compressed air consumer circuit, said service-brake circuits and said at least one additional compressed air consumer circuit having compressed air reservoirs, which are supplied with compressed air via electrically actuatable valves for supplying compressed air to said compressed air consumer circuits, wherein the service-brake circuits and at least one further compressed air load circuit are provided with

~~compressed air reservoirs and the pressure in the compressed air load circuits is monitored by sensors for monitoring pressure in said compressed air consumer circuits, whose electrical signals are evaluated by and~~ an electronic control unit ~~that controls the~~ for evaluating electrical signals from said sensors and for controlling said electrically actuatable valves, characterized in that the at least one of said electrically actuatable valves (24) of the said at least one further additional compressed air load consumer circuit (38) provided with a compressed air reservoir is being closed in the a de-energized or pilot-controlled normal state, whereas the and remaining ones of said electrically actuatable valves (16, 18, 20, 22) of the service brake circuits (26, 28) and of the further said compressed air load consumer circuits including of said service-brake circuits (30, 32, 34, 36) are being open in the said de-energized or pilot-controlled normal state, wherein the said electronic control unit (84) being adapted to (i) compare

—— ~~compares the continuously measured values of a variable of state (pressure, air flow rate, air mass, energy) of the~~ said service-brake circuits with a threshold value,
(ii)

—— ~~shuts off the defective ones of said service-brake circuits detected as defective or failed when the results are~~ whose measured values are below the said threshold value,
and (iii)

—— ~~switches the~~ switch said at least one of said electrically actuatable valves (24) of the said at least one further additional compressed air load consumer circuit with compressed air reservoir into the to an open position to establish communication between the said at least one further additional compressed air load consumer circuit with compressed air reservoir and the said intact ones of said service-brake circuits in order to refill the said intact ones of said service-brake circuits from the said compressed air reservoir of the said least one further additional

compressed air loadconsumer circuit.

6. (Currently Amended) ~~A device~~The system according to claim 5, ~~characterized in that the~~wherein said electronic control unit (84) ~~switches~~is adapted to switch ~~the~~said electrically actuatable valves ~~of the~~said defective service brake ~~into the ones of said~~service-brake circuits to a closed position in the event of when a rapid drop of the ~~said~~ variable of state ~~occurs~~(pressure, air flow rate, air mass, energy), for example due to line rupture or line break.

7. (Currently Amended) ~~A device~~The system according to claim 5, ~~characterized in that~~wherein the a pressure level in ~~the~~said at least one ~~further~~additional compressed air loadconsumer circuit (38) ~~with compressed air reservoir~~ is higher than ~~the~~said pressure level in ~~the~~said service-brake circuits (26, 28).

8. (Currently Amended) ~~A device~~The system according to claim 5, ~~characterized in that~~wherein the ~~said~~ remaining ones of ~~said~~ electrically actuatable valves (16, 18) ~~of the~~said service-brake circuits (26, 28) and the electrically actuatable valves (20, 22, 24) of the ~~further~~said compressed air load circuits (30, 32, 34, 36) are connected to a common compressed air distributor line (14), ~~which is~~said common compressed air distributor line being in communication with a compressed air supply line, (40) ~~said compressed air supply line being in~~ communication with ~~the~~said compressor (7).

9. (Currently Amended) ~~A device~~The system according to claim 5, ~~characterized in that the~~wherein said control unit (84) ~~is adapted to closes~~the ~~said~~ electrically actuatable valve (24) of ~~the~~said at least one ~~further~~additional compressed air loadconsumer circuit (38) ~~with compressed air reservoir once again when the~~at least one of (i) said variables of state of ~~the~~said at least one ~~further~~additional compressed air loadconsumer circuit (38) and

~~the~~said variable of state of said intact ones of said service brake circuits (26, 28) refilled with
~~compressed air become~~are equal or~~and (ii) when the~~said variable of state of said service-brake
circuits has reached ~~the~~an index value ~~in the service brake circuits~~.

10. (Currently Amended) ~~A device~~The system according to claim 5,
~~characterized in that the~~wherein said threshold value corresponds to ~~the~~a value of ~~the~~said
variable of state to be adjusted in ~~the respective compressed air load circuits~~said intact ones of
said service-brake circuits.

11. (Currently Amended) ~~A device~~The system according to ~~one of claims 5 to~~
~~10~~claim 5, ~~characterized in that the~~wherein said electrically actuatable valves are solenoid
valves.

12. (New) The method according to claim 2, wherein said variable of state is
at least one of pressure, air flow rate, air mass and energy.

13. (New) The system according to claim 5, wherein said variable of state is
at least one of pressure, air flow rate, air mass and energy.